



**Bicycle/Pedestrian
Advisory
Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area**

Chairman
Ted Silver

Members
Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Brian Hannigan

Bruce Henderson

Amado Leon

Contact Information

David Henderson,
Bicycle/Pedestrian
Coordinator
davidh@miamidade.gov

Miami-Dade MPO
111 NW First St., #910
Miami, Florida 33128

305-375-4507
305-375-4950 (fax)

www.miamidade.gov/mpo



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DRIVE
SOUTH MIAMI, FLORIDA

A G E N D A

**MEETING OF WEDNESDAY, JULY 30, 2003
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF JUNE 25, 2003
- III. PRESENTATIONS
 - A. MDT BIKE&RIDE PROGRAM UPDATE – R. Bradley, Director
 - B. US-1 BUS/BIKEWAY – S. Brand, OPTM
- IV. ACTION ITEMS
 - A. 2003 TRANS. ENHANCEMENT PROJECTS REVIEW – D. Henderson
- V. INFORMATION ITEMS
 - A. RICKENBACKER CSWY. UPDATE – J. Cohen, M-DPW
 - B. LUDLAM TRAIL EVENT – D. Henderson
 - C. JUNE 2003 PROGRESS REPORT – J. Manzella

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, JULY 30, 2003

MEMBERS PRESENT

Brett Bibeau Sheila Boyce Barry Burak
Ted Silver Amado Leon

MEMBERS ABSENT

Bruce Henderson Brian Hannigan

OTHERS PRESENT

David Henderson, Staff	Jae Manzella, Staff	Jeff Cohen, Public Works
Scott Brand, Pistorino & Allen	Clinton Forbes, MDT	Mike DeCossio, MDT
Colin Cortes, Cyclist	Will Garcia, Cyclist	Claudia Schmid, Cyclist
Roberta Lovett, Cyclist	John Camp, Cyclist	

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
REVISIONS TO AGENDA	DH: <i>There are few informational items he would like to mention at the end of the meeting.</i>
APPROVAL OF MINUTES	AL: <i>Motion to approve Minutes of 5/25/3; seconded by SheilaB; vote - unanimous.</i>
US-1 BUS/BIKEWAY UPDATE	<p>- ScottB: He is the Information Officer for consultants working on the extension to Florida City. There are actually 2 projects; the 1st is the reconstruction of US-1 from SW 112 Av. to SW 264 St. The 2nd is the bus/bikeway extension from SW 112 Av. to SW 344 St. <i>The entire project is expected to be complete in August, 2005.</i> He proceeded to show a visual presentation. <i>The South Dade Trail will be 19.7 miles long after completed, as well as a 1 mile pathway connector, (south of the Busway), to the Keys Trail. There will be 17 intersections with traffic signals. US-1 will be more landscaped.</i> A few bus shelters are already being erected.</p> <p>TS: Inquired if the trail would be routed behind the bus shelters.</p> <p>JC: <i>Yes. Warning signs will be placed where pedestrians cross the path, such as Park&Ride lots.</i></p> <p>DH: <i>Each station will have a bike rack.</i></p> <p>ScottB: More renderings are being made which include displaying where the racks will be placed. <i>Signalization along both corridors will be improved. There will be 13 bus stations; but, only 3 Park&Ride lots, (with the possibility for adding more in the future.)</i> Community groups are being asked to suggest unique characteristics for bus shelters, reflecting identities of the areas. <i>Over 1300 buses will comprise the fleet, due in large part from the Peoples Transportation Plan and the ½ cent tax. Operating hours will be expanded and waiting times will be reduced.</i> Shelter improvements include side and back panels to protect from weather. These transit hubs will help shape community centers. The busway aids in the development of a Metrorail expansion, once the time comes. He hinted at a special event in September around the Farmer's Market Park&Ride lot. 75% of US workers are still driving alone in automobiles, with only 4.7% utilizing public transportation. Errands are starting to become a larger portion of daily trips. The Federal government is still providing most funds to highways, as opposed to mass transit. Recycled asphalt from US-1 is being used for the (10') pathway.</p> <p>TS: Inquired whether landscape is being planted at the proper clearances.</p> <p>ScottB: <i>Promised to research concerns about the clearances.</i></p>

JC: There should be a minimum of 2' separation between the path and landscaping. The vertical clearance should be a minimum of 8' from the lowest hanging branch. The pictures of existing landscaping seem to show plants very close the path.

ScottB: It's possible that the base may be wider than the final path.

JC: The busway stops at Krome Av., but the South Dade Trl. (newly designated Bike Route M) will extend to US-1/Card Sound Rd., as well as connecting in the north to the existing portion of the South Dade Trl., (leading to Dadeland South Metrorail Station.) Closing the gap from that station to the M-Path is being studied by OPTM's consultant.

BrettB: Inquired as to the progress of equipping every bus with racks.

DH: *Old buses are being retrofitted, and all new buses will have racks pre-installed.* The goal is to have the entire fleet rack-equipped by the end of 2004.

TS: Inquired where the South Dade Trl. will intersect Krome Av.

DH: The Bus/Bikeway crosses Krome Av. in Homestead; and, the South Dade Trail extends further south, meeting it again at SW 3 Av. (in Florida City).

TS: Inquired about the status of the study to weigh alternatives to a Krome Av. bikeway.

JC: At the trail's southern terminus, revised plans call for bike lanes along Krome Av. These will lead north to (and along) SW 3 Av. until reaching the old FEC r-o-w; there the facility switches to a path, leading north to Palm Dr., where the busway begins.

DH: *Requested JC to allow him to review these revised plans. He would also like to present them to the BPAC at another meeting.*

TS: Inquired where the busway crosses Krome Av.

JC: About 1 block south of the old police station.

TS: Distance will spread between the South Dade Trail and the proposed Krome Trl.

JC: In northern Homestead, these two facilities would be miles away from each other. An east/west road would have to be selected to connect them.

TS: He tried to convey this issue to Homestead representatives. Krome Trl would aid cyclists coming to/from western Miami-Dade; the South Dade Trl. brings people to/from the east. Some Homestead officials want the Krome Trl. to end in northern Homestead, cyclists would have to find a suitable road to travel east linking to the South Dade Trl.; then, they would have travel back westerly to get to Downtown Homestead. There isn't an attempt to identify an east/west route, nor are there plans to improve roads in the area.

SheilaB: Local cyclists living near Krome Av. are overlooked by Homestead officials.

JC: It's ironic that the town that wants to build a bicycle museum doesn't want bike lanes in their downtown.

RL: There are a lot of tractor trailers traveling through there.

JC: That is more of a reason to provide striping to keep them separated from each other.

TS: Getting a facility designated before the 42,000 new homes are built is important.

JC: In reviewing alternatives, a western detour would be even worse than going to US-1.

ScottB: *By January 6, 2005 half of the project, including the South Dade Trl., should be completed enough to be used.*

RL: Utility poles are in the middle of the sidewalks that are being replaced east of US-1.

ScottB: *Will research this matter.*

RL: These sidewalks are used just as much by cyclists than the existing South Dade Trl.

JC: Portions of the east side of US-1 is a designated bikeway: Route 1. The construction should be appropriate for cyclists until the time that the South Dade Trl. is opened.

JM: Inquired if there will be modifications to traffic signals to notify South Dade Trl. users when it is time, (as well as enough time), to proceed across the street.

JC: If trail users don't push the buttons, or if the bus actuates the signal, the ped-head signals won't change. *If the buttons are pushed, the ped-head signals will change and enough time will be granted to cross the street.*

TS: *There has to be signage or other information provided to let everyone know this.*

JC: Concedes a lack of knowledge that hasn't been addressed, even on the Federal level. *Instructional signage to explain the phases will accompany new ped-head installations.*

JM: During the 1st phase of the corridor, the surface of the busway was finished better than the surface of the pathway. Eventually, the pathway revealed many holes that had to be patched. Inquired if the same treatments should be expected in this phase.

DH: Construction vehicles were parked on the bikeway during the 1st phase. This issue has been addressed, and assurances have been made that it won't be repeated.

JC: Construction heads should acknowledge that maintenance vehicles will be driving on the bikeway periodically, and build the facility to the standards of a roadway. If not, prohibition for these vehicles from using the bikeway should be declared.

ScottB: Believes the latter could be accomplished, and *will research the matter.*

JC: It would be better to build it like a roadway. Landscapers will be using this facility.

TS: *Asked for a future summary of ScottB's research.*

JC: The M-Path was built for maintenance vehicles, (allowing b/p use was an afterthought), and it has withstood the stress fairly well.

CS: Inquired about the delay after pushing a ped-head button.

DH: That depends on what phase the signal is already in.

JC: A typical phase is about 1-1 ½ minutes.

TS: Concerned with right-turn-on-red traffic. Many trail users will see the east/west traffic stopped and determine it is all right to cross the street.

JC: That's another reason it is imperative for them to press the button. If trail users are provided a dedicated signal phase, motorists will start running red lights when they see that there aren't any trail users in the area.

MDT
BIKE&RIDE
UPDATE

- CF: He and MD are here to discuss promoting newly relaxed regulations. *Wackenhut guards will be able to issue permits at each Metrorail station. Hour restrictions and last car designations have been repealed.* Safety/Security staff have requested a 1-year demonstration period to collect data and determine how successful the program can operate under these conditions. Educational components remain to allow 1st time users knowledge of how to access station platforms, use a rack properly, etc.; therefore, permits are still required. *Data will identify how many cyclists use the B&R, and will be included in monthly ridership reports;* formally recognizing bicycling as a part/mode of the transit mix. The Board of County Commissioners approved these changes on July 22nd, *a kickoff campaign will be launched in mid-August.* He's hoping the BPAC will be an intricate part of this process; there will be several organizational meetings to attend.

TS: Inquired when the surveys will start.

CF: Probably at the same time as the kickoff campaign.

TS: Apprehensive that the survey may show very few cyclists using the system, since many have been turned away, or don't use it because of the past restrictions, or lack of continuity. The survey may only be as good as the advertising campaign that follows it.

CF: Doesn't believe that the data collected will be a determining factor on whether the program continues or not; the program will continue. 75% of the existing bus fleet has bike racks; *by the end of 2004, it will be 100%.*

MD: All bus schedules and bus signs indicate if a route is bike rack-equipped.

TS: Would be pleased to see a 15-second TV ad about B&R, because many cyclists don't go to bike shops often, (maybe once a year). Many shops don't have areas for literature, so they just stack everything together, possibly in some obscure place. Newspapers are also a better medium. Taking your bicycle on transit anytime, should be a main focus. A midnight or rush-hour photograph of a cyclist boarding a train could be an example. A catchy phrase is helpful.

JM: Suggested: "You can train everyday/all the time."

MD: TV is very expensive, MDT doesn't have a budget for it.

BrettB: The local, governmental channels should be used.

MD: *That will be done.* Once ready, a press conference can be called. *MDT will attend events, teaming-up with the bicycling community to promote B&R.*

TS: Suggested free rides for the first 2 weeks for anyone showing-up with a bike, similar to the grand opening of the Palmetto station. This would also allow people, whom may never have ridden transit, to experience it. Free parking is also a lure.

AL: Requested a justification for permits. New York City has a massive transit system, and they don't require permits. Obtaining his card was an inconvenience.

MD: The permit process is to educate cyclists how to use the system. About a week ago, he saw a bus pulling out of a stop, a person with a bike ran to the bus and tried to stop it, thrusting his bike towards the bike rack. This person almost got ran over.

TS: Wackenhut nor any other amount of education wouldn't stop people like that.

CF: Security staff and the County Attorney's Office continue to advise on permitting. *This issue will still be debated. After the demonstration period, a review of procedures will be evaluated.* Indemnifying liability for the County is a major issue.

AL: Inquired if that waiver would hold-up in court.

TS: Their legal counsel has lead them to believe that. Today's news is a compromise.

MD: If MDT does a kickoff event, then the local media should cover it for free.

CF: 100 cyclists downtown would be newsworthy.

DH: A Bike-to-Work Day would be a good event, although it is Summertime.

MD: Would like to have an event when school resumes. It may ease congestion.

BrettB: Commended MDT for their efforts and cooperation. Areas of marketing include: the County's, MDT's and BPAC's websites; the b/p kiosk; the next MPO newsletter; and flyers at all Metrorail stations.

MD: These have already been identified, and *will be used.*

TS: It's best to participate in other planned events than to host a stand-alone event. 15-second TV ads that run every other day for a long period are better than an event that would get 5 minutes of TV news time just once. Even newspaper ads reach more people.

MD: *All these ideas will be pursued*, up to the advertising budget allows.

TS: Organizing a timeline to spread-out the notices over a period of time is important.

BrettB: Inquired about the data collected during the trial period.

CF: Security staff were reluctant to waive restrictions, *any deficiencies/problems will be documented.* MDT would like to know how much ridership is being generated by B&R. He assumes the lifted restrictions will not be reinstated after the 1-year trial period.

CF: If B&R ridership is minimal, that may be an argument to eliminate permitting, since the likelihood of problems is reduced.

MD: Permits are being issued now, more than ever. More racks generate more interest.

CS: She's forgotten to bring her permit at times when riding and couldn't get on transit. The B&R permit owners list could be provided to Wackenhut guards. The indemnity clause is too encompassing; if MDT causes an accident, cyclists forfeit their rights.

CF: Liked the idea of Wackenhut having access to the 8200+ names on the B&R list.

SheilaB: Perhaps a sticker on the bicycle (like Tri-Rail) is better.

JC: During an interview with Commissioner Souto on MDTV, MDT's Director said, "No more passes (required); no more restrictions of any kind."

CF: We are going in that direction. The County Mgrs.' memo outlines the relaxed rules.

JM: That memo doesn't address the 4-passenger limit in train cars. If the future promotions include an event where many cyclists attend this would have to be relaxed.

CF: Now that the last train restriction is lifted, this shouldn't be an issue.

TS: Would be happy if B&R became so popular that this became an issue.

CS: Wondered how effective permits are for cyclists from other countries. Wackenhut issuing permits is great; because, it took 3 months for her to receive a permit by mail.

TS: Hoped that no discretion by Wackenhut guards would turn cyclists away.

CF: *They would not be able to subjectively do so.*

TS: It would be detrimental to eco-tourists, and the County's reputation, for them to travel so far and be denied access. Language incompatibilities can become an issue.

MD: MDT will be monitoring progress; the program can be flexible, as issues arise.

TS: Printing information in at-least English, Spanish & Creole is important.

JM: Many cyclists have several bikes, so the sticker idea may be inconvenient to them.

SheilaB: Inquired if there was any problem with issuing multiple stickers for them.

JM: Considered it easier to carry a permit.

SheilaB: Prefers not to carry anything when she rides.

DH: Previously, he suggested modifying the rail cars to better accommodate bicycles: folding seats, similar to Tri-Rail cars. This would satisfy some safety concerns.

CF: The CITT approved the rail rehabilitation project; this modification is a part.

DH: Using graphics inside stations would remind cyclists their expected behaviors; for instance: swing gates currently have wheelchair logos, bicycle logos should be added; elevators should have bike logos, as well.

MD: This can be done, as well as posters inside stations detailing the proper steps. He anticipates a big increase in B&R use, comparable to Broward's success.

DH: Broward bus drivers have a special button to count bicycle riders. They are getting about 1200 boardings/day. They have a smaller fleet and don't require permits.

TS: If free rides are planned as an event, this should last for at-least a week to allow everyone a chance to experience it.

SheilaB: Marketing people at stations to leave their cars at home & getting there by bike should be one angle to promote.

TS: Believes the free rides should be offered after publicity of B&R has been done for several weeks. This gives an added incentive to cyclists that had been contemplating it.

DH: Perhaps the 1st Friday of every month could be offered free to cyclists.

MD: Would like local celebrities (County Manager, Mayors, etc.) to use/promote B&R.

DH: Suggested Jackie Johnson.

JC: Commissioner Souto brought a media correspondent with him one time. It was a fiasco; he missed the bus and had to bike all the way to work.

TS: Rather than 100 cyclists show up at one end of the rail line for an event; have 2 groups or more start at different places. This could even be a race or something that generates more coverage.

SheilaB: Agreed monthly events would be effective.

MD: The US-1 busway could be closed for a race, as was done for runners.

TS: Would rather see a family event for this venue.

DH: Agrees; this is more of the targeted ridership, rather than racing cyclists.

	<p>CF: <i>Bike lockers will be installed at Government Center station within the next 4-5 weeks.</i> MDT is trying to accelerate funding for the system-wide parking plan. <i>The Riverwalk gate will be opened once adjacent construction is completed,</i> (September 1st).</p> <p>BrettB: That area of the Riverwalk is complete; pavers, landscaping, benches and two restaurants on the west side of the station are ready for patrons; on the east side, the Knight Center, Hyatt, Clarion and a restaurant are anticipating the gates opened as well.</p> <p>CF: <i>The other gate will be opened tomorrow;</i> but, if the homeless continue to encamp there, it will be closed again.</p> <p>BrettB: Homeless encampments have been there for years, with gates closed; it is not a cause of the gate being opened. The new Neo Vertica high-rise with restaurants on the south shore will build it's own portion of Riverwalk, adjoining the segment being discussed. It is not urgent to open the northern shore of Riverwalk/2nd Av at this time.</p> <p>CF: Would like assistance to obtain the benches the Miami River Commission has for installation. He has contacted the Miami Police Dept. to increase patrols in that area.</p> <p>BrettB: The 2nd Av. bridge has been designed with a Riverwalk component; so there is an existing Riverwalk from I-95, east to Biscayne Bay, except in parcel that is to become Miami River Village. He asked for County staff to start designing the M-Path Trl. The homeless issue is a persistent problem in Miami and cannot be regulated by fencing. The Neo Vertica portion will need a publicly-owned connection to the roadway; so, he is asking for County staff to address this as well.</p> <p>JM: Inquired if the lifting of restrictions is now in effect.</p> <p>CF: Technically, yes; but, asked that this information be disseminated only after the kickoff event is ready. By August 15th all the support/training should be in place.</p>
RICKEN-BACKER CSWY UPDATE	<p>- JC: The Contracts & Specifications Section Head is retiring. His replacement plans to get this project moving forward quickly.</p> <p>BarryB: Congratulated Public Works for paving the hazard near the old Key Biscayne fire station after many months. However, whenever the County works on a roadway, the surface is always uneven with ridges; also, construction debris is always left behind. A utility hole has the cover protruding where cyclists will be riding; this should be fixed.</p> <p>JC: Water & Sewer staff are likely to blame.</p> <p>BarryB: He has mentioned several times where the pavement is broken, just before entering the village, past the fire station; but, it never has been fixed.</p> <p>JC: A Master Plan Committee meets monthly; their plans call for new bike lanes.</p> <p>BarryB: This hazard could severely damage cyclists before that construction takes place.</p> <p>TS: There are other places, like SW 248 St./107 Av. where cyclists have had accidents although the County has been notified several times.</p> <p>JC: <i>Will pass these concerns to the appropriate staff.</i> He keeps mentioning these issues to co-staff on a daily basis; it is frustrating.</p>
TRANSPORTATION ENHANCEMENT PROJECTS REVIEW	<p>DH: This is the annual review process. The BPAC was given summaries of the 14 projects the MPO received this year. <i>Each member must mark their preferences on the ballot.</i> The I-95 linear park encompasses NW 97 to 100 Sts. About 7 houses about the noise wall, which FDOT has never agreed to buyout, even though the owners are willing. This is a Parks Dept. project. The Port of Miami wants a canvas awning where passengers disembark off buses to the terminals. The North Miami traffic calming project has been disqualified by FDOT, so members should abstain from ranking it. The South Miami Church St. project would create a nice walking environment. Landscaping and</p>

	<p>curb treatments would slow down motorized traffic. It is north of the Metrorail station, near the post office, where a multi-residential tower is being planned.</p> <p>BrettB: This is the greatest source of funding for b/p projects in the nation; however, funding necessity has been debated in Congress. He is also worried that the FDOT has the ability to determine how much funding to give to b/p projects.</p> <p>DH: This situation is changing week by week.</p> <p>BrettB: The BPAC should be on record to petition continued funding for these projects.</p>
MISCEL- LANEOUS	<p>{ DH: <i>On August 9th a Ludlam Trl. promotional event will take place on the FEC r-o-w. Once a flyer is provided, he will forward this to the BPAC.</i></p> <p>{ DH: <i>A set of 6 pedestrian safety posters (shown) will be installed in transit vehicles. One of them addresses the ped-head signals and how they work. Most of them will be seen in buses, because MDT has a hard time selling bus space. This is O.K., since more people ride buses.</i></p> <p>{ DH: <i>An AIDS fund-raiser to Key West is being held.</i></p> <p>SheilaB: Card Sound Rd. is a rough road to ride on.</p> <p>DH: He agrees that it needs improvement. He recently rode it going down to the Keys, and took US-1 back. US-1 is a better road, and traffic conditions on Card Sound is scary.</p> <p>TS: At least, rumble strips on US-1 are further spaced apart.</p> <p>{ BrettB: Inquired Progress Report reference of a gate barring public use of Riverwalk.</p> <p>JM: This portion is at the mouth of the river. The project hasn't even broke ground.</p> <p>SheilaB: Agrees that this is a problem.</p> <p>{ DH: <i>September 30th, a Transit Corridors workshop to discuss the future transit lines will be held in the Commission Chambers from 10am-noon.</i></p> <p>{ BarryB: Commissioner Moss has asked for recommendations for his nominee to the BPAC. He currently has 3 résumés for consideration.</p> <p>TS: The BPAC can give him the names of other MPO members whom have not appointed anyone, but picking a preferences from a list of candidates is not desired. He should interview these individuals and pick someone he feels comfortable with.</p> <p>{ TS: He attended the last MPO meeting where the Expressway Authority member mentioned that Lance Armstrong's coach is from Miami. Since he seems to be interested in cycling, <i>he would like to meet with him to discuss issues.</i></p> <p>DH: There are several MDX projects which could enhance cycling.</p> <p>TS: The MPO is getting more familiar with the BPAC now.</p> <p>JM: There is a noticeable difference in MPO attention to b/p issues, now that the BPAC is sending a representative regularly. Just one mention of an issue can start discussions from MPO members.</p> <p>TS: He had mentioned that an American is leading the Tour de France, and that Miami has a great opportunity to expand upon this surge of interest/publicity. That started a few comments from MPO members, and there was a question which he responded to.</p> <p>{ DH: This week on MDTV, the series <u>Get To Know Your Commissioner</u> highlights Commissioner Souto, MDT Director Roosevelt Bradley, Jeff Cohen, Amado Leon and himself discussing the b/p program. <i>A copy will be available for next month's meeting.</i></p>

{ The meeting was adjourned at 9:30 p.m.